

SAMMEES DEFIANT OF LONDON RAIDERS

Scornful Cheers of 100 American Soldiers Greet Teuton Air Pirates

SIX BRITONS ARE KILLED

LONDON, Sept. 26.—Upward of 100 American soldiers and sailors met their first taste of war during the air raids of the last two nights in London. They liked it. The sound of the anti-aircraft guns, bringing to them the first warning of the raid, was greeted with a cheer. They marched out into the street from the Y. M. C. A. hut, where they were playing cards and pool, singing "We're Coming, Kaiser Bill." After the raid they returned to their games and joined the British in denunciation of the "baby killers."

A preliminary report by Lord French indicates there were two separate raiding attempts last night. The first group of raiders failed to reach London, being driven off by hot fire from anti-aircraft guns and airplanes. The second raid was of brief duration.

Not more than two machines penetrated our defenses, Lord French's statement today declared. "Six were killed and sixteen injured. The second group of raiders was driven off."

With twenty-two casualties reported in the first statement from Lord French, the total killed and wounded in the raids of Monday and Tuesday night amounted to 197.

The British were on the alert last night and as soon as the alarm was sounded the anti-aircraft guns were turned loose against the gigantic Gotha machine guns spitting tongues of fire through the darkness.

The raiders came by the way of the Thames River, their favorite route, but apparently were unable to carry out their plans for the bombardment of the city with incendiary bombs.

Two bombs were dropped on the residential section of a southern suburb, causing some casualties.

The Germans are taking advantage of the darkest moon for their raiding activities, but the British have not been taken by surprise.

SAMMEES KEPT IN LEASH

The American soldiers and sailors brought under the fire of the raiders wanted to rush into the street to see the attack at the first sound of the guns. The sergeant in command ordered them first to remain at the pool and card tables at which they were playing. They were commanded then to form in line, two abreast. One man stopped and carefully racked the pool balls and put the cards away.

The sergeant sent his little detachment forward, and they marched out and across the street to cellars.

While shells were bursting high overhead and lights were sweeping the sky, the voices of the Americans were raised in their song of defiance of the Kaiser.

A score of American war workers accompanied the sailors to the cellars prepared for refuge during such a raid. They were just as cool as the men.

When the "all clear" signal was sounded, indicating the Germans had been driven off, the Sammees and sailors emerged from their cellars and returned to their games in the Y. M. C. A. hut.

FIVE JOYRIDERS HURT IN AUTOMOBILE CRASH

Touring Car, Speeding on Closed Street, Runs Into Concrete Mixer

Five persons were injured early today when a high-powered touring car crashed into a concrete mixer at Bouvier street and Columbia avenue. The accident was the result of a joy ride, according to the police. Those hurt include a well-known prize-fighter, a sailor from League Island, and a comely telephone operator. The injured were all taken to St. Joseph's Hospital in the patrol from the Nineteenth and Oxford streets station.

In all eight passengers were in the automobile when the accident occurred. Two were women. Those who escaped uninjured disappeared after the crash.

The street, at the scene of the accident, is in process of repair, and work is being rushed there night and day. The street not only is closed, but a large concrete mixer, virtually bars the passage.

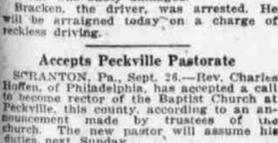
According to the police the touring car was going at a high rate of speed. Policeman Schultz saw the car speeding and yelled a warning that the street was closed. The warning was unheeded and the heavy car crashed into the concrete mixer. Glass from the windshield flew in every direction.

The car was badly mangled. Bracken, the driver, was arrested. He will be arraigned today on a charge of reckless driving.

Accepts Peckville Pastorale

SCRANTON, Pa., Sept. 25.—Rev. Charles Hoffman, of Philadelphia, has accepted a call to become rector of the Baptist Church at Peckville, this county, according to an announcement made by trustees of the church. The new pastor will assume his duties next Sunday.

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ARGENTINA WAVERS IN SCALES OF WAR

President Likely to Make Flat Declaration or Maintain Neutrality

NO MIDDLE-GROUND BREAK

By CHARLES P. STEWART

Special Cable Service of the United Press and Evening Ledger.

BUENOS AIRES, Sept. 26.—Argentina still hesitates between war and neutrality today, while proof piles up that the general strike throughout the nation was being actively fostered and aided by German agents.

The best information available today was that President Irigoyen would either maintain neutrality or declare war; that he would not take the middle-of-the-road course of breaking relations. His decision rests with his interpretation of Argentine public sentiment. A compelling proof of this public state of mind may be furnished tonight at a great war mass-meeting scheduled here.

The vote of the Chamber of Deputies for a diplomatic rupture does not put the question of this step directly up to President Irigoyen. Changes in the situation since the Senate vote of 23 to 1 in favor of a diplomatic break will require another vote in the upper house on the same question before any resolution announcing the congressional support of such a step is formally put up to the President for approval.

A powerful impetus to the movement for a break has been given by reports received here from reliable sources that Paraguay and Uruguay are on the verge of such a step against Germany. Chile was reported determined to maintain her neutrality.

Meanwhile, the Government today was officially informed that the German consul at Santa Fe was actively encouraging strikers in Argentina. There was no change in the strike situation early today. The Government has summoned the entire standing army in all barracks, preparatory to taking over operation of the railroads, now completely halted by the strike. A nationwide declaration of martial law was momentarily expected. Pending this drastic step, the Government's efforts are being centered on arbitration. The Chamber of Deputies voted for compulsory governmental mediation of the dispute. Employers in the industries paralyzed by the strike have announced their acceptance of arbitration, but the strikers themselves are still standing aloof from it, and this despite the fact that the Federation of Labor has approved it.

In Rosario the strike has already become general, including, in addition to railroad employes, the butchers, bakers and others. Packing-house employes and stevedores are on the verge of joining.

Several clashes of strikers with troops were reported last night. There were some casualties. Shortage in many foods was reported here today. Prices have soared. Telegraphic communication has again been interrupted where wires cut by the strikers had been spliced.

WAR SPELLBINDERS PLAN DRIVE

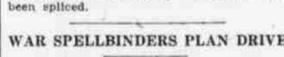
Chautauqua Organizer to Take Charge of Lecturing Group

WASHINGTON, Sept. 26.—Arthur E. Bestor, Chautauqua organizer, has been selected as official war speaker for the Government to go out among the people and tell them of America's task.

Bestor will organize under him other lecturers who, as President Wilson says, are to give the people "that fulness of information which will enable and inspire each citizen to play intelligently his part in the greatest and most vital struggle ever undertaken by self-governing nations."

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COAL MINERS' WAGE DEMANDS REJECTED

Operators Refuse to Grant Big Increase, but Negotiations Will Be Continued

WASHINGTON, Sept. 26.—Demands of the miners in the central competitive fields for wage increases ranging from 20 to 70 per cent were flatly rejected by the operators in conference here this afternoon. The rejection does not mean an immediate strike, however, as the demands were for bargaining purposes and will be renewed on a reduced scale.

Rejection was expected by the miners, who regard it as a mere formality. The operators stated that because the Government fixed prices which in many cases "are below present production costs" an increase in wages, based on these prices, "is out of the question."

The veiled invitation to Fuel Administrator Garfield to increase the prices if the

"DRY" GETS PENNSGROVE MAYORALTY NOMINATION

Avowed Enemy of Breweries Scores Runaway Victory Over Two Opponents

PENNSGROVE, N. J., Sept. 26.—In a lively primary election at Pennsgrove, in which the "dry" issue figured conspicuously, J. Albert Fisher, avowed enemy of the breweries and speakeasies, was nominated for Mayor.

Fisher, a former chief of police, ran on a platform opposed to the booze interests, and although his opponents were not tied up to the "wets," his nomination is regarded as a big victory for the "drys." Fisher's opponents were Mayor Simon Cunningham, who ran for renomination by the Democrats, and Thomas Hunt, who sought to head the local Republican ticket. A total of about 600 votes were cast.

WEST PHILADELPHIA Y. M. C. A. ACTIVITIES

A busy season of activities has been planned by the West Philadelphia Branch of the Young Men's Christian Association. It begins tomorrow with the showing of war moving pictures to its members and patrons. Several prominent men will make addresses to the men throughout the season, including the Rev. Dr. D. W. Wylie and Warden Robert J. McKenty, of the Eastern Penitentiary.

MINERS RECEIVE AN INCREASE IN WAGES

Behind the scenes there were indications that the entire influence of the American Federation of Labor would be brought to bear in behalf of the miners. President Wilson ultimately will be appealed to.

It is very likely that if a strike should threaten, as the result of the rejection of the miners' demands, the Government would increase coal prices to the consumer in order to give the men their increase.

PRESBYTERIANS IN U. S. TO MAKE WAR DRIVE

Executive Commission Authorizes General Moderator to Direct Appeal to Church

ATLANTIC CITY, Sept. 26.—The executive commission of the Presbyterian General Assembly, in session here, today authorized the general moderator, the Rev. J. Wilbur Chapman, to make an appeal to the Church at large in the United States to enable Presbyterians to make a great war drive.

"Not less than \$250,000 will be required for the work of caring for the soldiers and sailors at home and abroad," said the Rev. William H. Roberts, of Philadelphia, stated clerk of the General Assembly. "There will be heavy additions to the financial obligations of the Church in other directions."

"For instance, in the simple matter of foreign exchange the board of foreign missions was compelled to advance in order to

make good the salaries of missionaries and the expenses of missionary stations in remote lands \$100,000 more than last year. The Mexican dollar, which is the currency of China and other countries of Eastern Asia, has advanced in value from forty-nine cents a year and a half ago to sixty-six cents a year ago. It has now risen to eighty-eight cents and may go higher. The Persian coins have virtually doubled in value.

"Furthermore, it was agreed that the Board of Home Missions should advance the salaries of missionaries at home to enable them to adequately meet the higher cost of living. Hence the call which is to be made to the Church at large to enable the Presbyterians to adequately discharge their duty to the world, spiritually and patriotically."

The National Service Commission, of which the Rev. John Carson is chairman, meets this afternoon to plan the war work for the coming year.

The Rev. John A. Marcus, former moderator of the General Assembly and recently president of Coe College at Cedar Rapids, Ia., today tendered his resignation as a member of the executive commission, he having accepted the position of general secretary of the Presbyterian Board of Home Missions, to begin work on October 1.

PAIGE

"The Most Beautiful Car in America"

Introducing a Motor That Was Developed by the War

For eight years now, the general public and the automobile industry have learned to expect great things of the Paige-Detroit Motor Car Company. Each one of our annual announcements has proved to be unusually significant. Each one of these announcements has created history in a very definite way, and the motor car buyer has invariably been the gainer.

This year, we confidently predict, will prove no exception to the rule. We have produced a car that must inevitably revolutionize the trend of thought and practice in the six cylinder field. Coming directly to the point, we have produced what we sincerely believe to be a perfect motor car.

It will probably be your first impulse to condemn this statement as extravagant and altogether unprovable. We ask you, however, to consider a straightforward statement of the facts. You will then be in position to accept or reject our claims after a thorough investigation of the car itself.

We would first remind you that internal combustion motors have been under the scientific microscope for the past three years. The European war necessitated immediate development in all fields of engineering, and the gasoline engine has received more attention than any other type of power plant.

It was quickly recognized that tractors, trucks and aeroplanes must be developed to their utmost efficiency. The best brains of two continents were focused on the problem. American engineers—including two of our own—worked night and day just behind the battle line in France.

Then—slowly but surely—came the results.

Old weaknesses were routed out and discarded for all time. Changes in design were suggested, applied and adopted. Constant experiment and tireless scientific research would not be denied—and, before long, entirely new principles and standards were firmly established.

The old orthodox gasoline motor was dead—deader than yesterday's newspaper. A new King had been crowned in the engineering world. The wheel of progress had turned.

It was at this point that the Paige-Detroit Motor Car Company made a prompt decision. Paige power plants must be brought up to the current day—the current hour—of engineering efficiency. Good as our old motors had been, they were not good enough when science afforded anything better.

So, without quibble or compromise, we started at the very beginning and produced an entirely new design. Just what changes were made and just how they were made would require a small volume in the telling. But it is results that you are interested in and these we can lay before you.

In power, flexibility, quietness and economy of operation, the new Paige Essex Model "Six-55" is, we believe, the most remarkable car on the American market.

The last irregularity of the power impulses has been done away with. The car travels evenly, smoothly and sweetly at every speed. As a consequence, vibration has been reduced to the absolute minimum. One no longer rides in a Paige—he floats.

The slightest depression of the accelerator pedal brings an immediate and truly amazing result. It can only be compared to the unleashing of mighty, hidden forces. With no sense of laboring effort—no "bucking" or side sway—the Essex sweeps ahead into its full stride with the speedometer needle frantically attempting to keep pace.

Despite its tremendous power, however, this new motor is anything but a glutton for fuel. An improved system of carburetion utilizes every last atom of gasoline energy, and repeated factory tests have shown economy records that surpass anything accomplished by earlier Paige cars.

To sum it all up, scientific distribution of weight, scientific alignment of working parts, scientific designing of all chassis units—these are the great factors that have united to make the Paige a superb mechanical product. These, indeed, are the factors that distinguish between the old standards of engineering and the new.

And now there remains but one thing more to be said: The Essex Model, as a whole, is strictly in keeping with its wonderful power plant.

We started out with the deliberate intention of producing a perfect motor car—and we have accomplished just that result. From tire carrier to headlights, the Essex is flawless. There are no crudities, no hidden weaknesses, no "compromises."

So far as beauty and elegance are concerned you, of course, know what to expect. "The Most Beautiful Car in America" speaks for itself. It is an exquisite creation—an artistic achievement as well as a mechanical masterpiece.

Essex "Six-55" seven-passenger	\$1775	Linwood "Six-39" five-passenger	\$1330
Coupe "Six-55" 4-passenger	\$2850	Glendale "Six-39" Chummy Roadster	\$1330
Town Car "Six-55" seven-passenger	\$3230	Dartmoor "Six-39" 2 or 3-passenger	\$1330
Limousine "Six-55" seven-passenger	\$3230	Sedan "Six-39" five-passenger	\$1925
Sedan "Six-55" seven-passenger	\$2850		
Brooklands four-passenger	\$1795		

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